PB# 79-17

WFMN Radio (Crossley Construction Corp.)

WFMN RADIO 79-17

approved 6/27/79 SH
filed with T.C. office 7/15/79 11:00 AM SH.

GENERAL RECEIPT

4069

TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, N. Y. 12550

July 16 1979

RECEIVED OF W.F.M.N. (Hudson Horizons) $ 100.00

One hundred and 00/100 DOLLARS

FOR Site Plan #79-17

DISTRIBUTION:

FUND	CODE	AMOUNT
100.00 Ck		

BY Pauline C. Townsend Cmc
Town Clerk
TITLE

Williamson Law Book Co., Rochester, N. Y. 14609

BY ENDORSEMENT THIS CHECK WHEN PAID IS ACCEPTED IN FULL PAYMENT OF THE FOLLOWING ACCOUNT

DATE		AMOUNT	

IF INCORRECT PLEASE RETURN. NO RECEIPT NECESSARY

THOMAS J. BYRNE
P.O. BOX ~~2185~~ 7015
NEWBURGH, N.Y. 12550

1070

4-25-79 50-757 219

PAY TO THE ORDER OF Town of New Windsor $250 00

[illegible] DOLLARS

NEWBURGH BRANCH
THE FIRST NATIONAL BANK
OF HIGHLAND Newburgh, NEW YORK

TRUST ACCOUNT

Thomas J. Byrne

⑆021907571⑆ ⑈23⑈01221⑈5⑈

Rec'd from Planning Bd
Norman L. Green
Comptroller

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 77-AEA-1130-OE

DETERMINATION OF NO HAZARD TO AIR NAVIGATION

SPONSOR	Radio Station WFMN Stereo Newburgh, Inc. P. O. Box J Newburgh, New York 12550	CONSTRUCTION LOCATION PLACE NAME Newburgh, N.Y.	
		LATITUDE 41-28-22	LONGITUDE 74-08-22
CONSTRUCTION PROPOSED	DESCRIPTION Antenna Tower	HEIGHT (IN FEET) ABOVE GROUND 220	ABOVE MSL 780

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

The tower is obstruction marked and lighted in accordance with FAA standards.

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

(XX) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on December 10, 1978 unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before May 31, 1978. In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on June 10, 1978 unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

ORIGINAL SIGNED BY
JAMES HENNESSY

SIGNED _____ TITLE Chief, Airspace & Procedures Branch, AEA-530

ISSUED IN Jamaica, New York ON May 1, 1978

Aeronautical Study No. 77-AEA-1130-OE

This proposal was originally for a 245 ft. above ground (AG) tower. At that height, the tower would interfere with circling landing minimums at Stewart Airport. Subsequently, the proponent reduced height to 220 ft. AG.

The proposed tower would be located 12,600 ft. southwest of the existing threshold of Runway 9-27, Stewart Airport. At the height and location proposed, the tower would exceed obstruction standards in Federal Aviation Regulations (FAR), Part 77, Section 77.25 (Stewart Airport - Conical Surface) by 20 ft. for current plan and by 134 ft. for future plan.

The proposal was circularized for comment on January 30, 1978. No objections were received.

The Aeronautical Study disclosed:

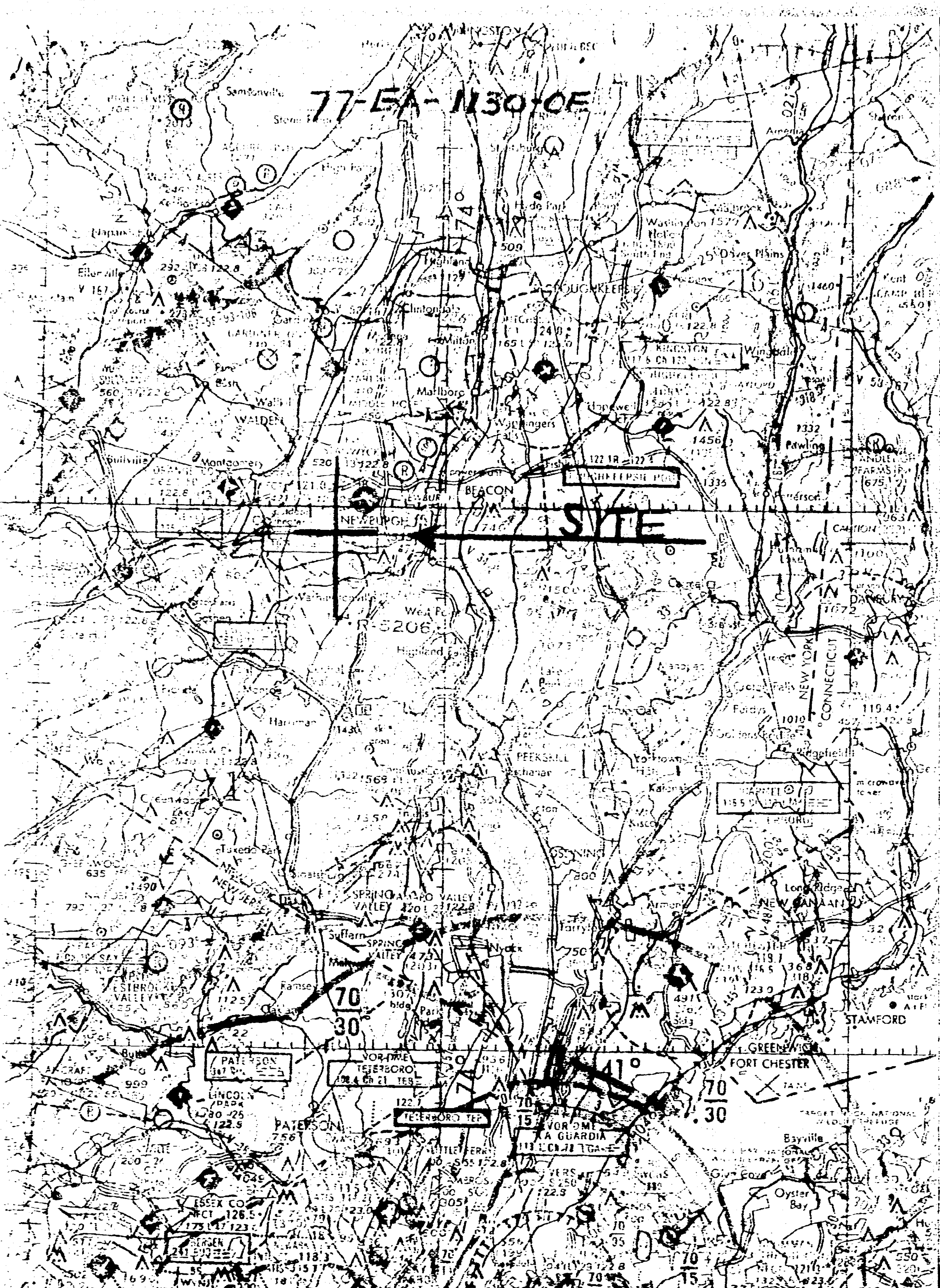
1. The proposed tower would not interfere with an instrument approach or departure procedure including a CAT II ILS to Runway 9 at Stewart Airport.

2. The tower would not interfere with operations on any Federal Airway or with Radar Vectoring operations.

3. The tower would not interfere with traffic pattern operations or with other Visual Flight Rule (VFR) operations.

The study disclosed that the proposed tower would have no substantial adverse effect on aeronautical operations.

The tower should be obstruction marked and lighted.


77-EA-1130-OE
SITE
Samsonville
Ellenville
Hyde Park
Highland
Clintondale
Milton
POUGHKEEPSIE
Pine Bush
WALDEN
Montgomery
Marlboro
Wappingers Falls
BEACON
NEWBURGH
Amenia
Dover Plains
Washington
Pawling
Patterson
DANBURY
NEW YORK
CONNECTICUT
R-5206
West Point
Highland Falls
Goshen
Harriman
PEEKSKILL
Katonah
Ridgefield
microwave tower
Tuxedo Park
OSSINING
SPRING VALLEY
Suffern
Nyack
Tarrytown
Armonk
Ramsey
Long Ridge
NEW CANAAN
STAMFORD
41°
FORT CHESTER
70
30
PATERSON
TETERBORO
LINCOLN PARK
LA GUARDIA
Bayville
Oyster Bay
ESSEX CO
BERGEN

FCC Form 351-A
June 1975

UNITED STATES OF AMERICA
FEDERAL COMMUNICATIONS COMMISSION

File No.: BPH-780731AN

Call Sign: W F M N

FM

FM BROADCAST STATION CONSTRUCTION PERMIT

Subject to the provisions of the Communications Act of 1934, as amended, treaties, and Commission Rules, and further subject to the conditions set forth in this permit, 1/ authority is hereby grant to construct an FM broadcast station located and described as follows:

Permittee: STEREO NEWBURGH, INC.

Authorized assignment:

1. Frequency (MHz) . . . . . : 103.1mhz
2. Transmitter output power . . . . . : 2.2kW
3. Effective radiated power . . . . . : 3kW (H&V)
4. Antenna height above average terrain (feet) . . . . . : 275' (H&V)
5. Hours of operation . . . . . : Unlimited
6. Station location . . . . . : Newburgh, New York
7. Main studio location . . . . . : Old Little Brisk Road, Newburgh, New York
8. Remote Control point . . . . . : Old Little Brisk Road, Newburgh, New York
9. Antenna & supporting structure: . . . . . : North Latitude: 41° 28' 22"
   West Longitude: 74° 08' 22"
   (HARRIS, FML-3E) three sections, circularly, polarized. Antenna is to be side-mounted near the top of a uniform cross-section, guyed, steel tower. Overall Height Above Ground: 217feet
10. Transmitter location . . . . . : Toleman Road & Rt. 207, Newburgh, New York
11. Transmitter(s) . . . . . : HARRIS, FM-2.5K
12. Obstruction markings specifications in accordance with the following paragraphs of FCC Form 715: 1,3,11,21 & 22
13. Conditions:

14. Date of required commencement of construction : January 24, 1979
15. Date of required completion of construction . . . : November 24, 1979

Equipment and program tests shall be conducted only pursuant to Sections 73.216 and 73.217 of the Commission Rules.

This permit shall be automatically forfeited if the station is not ready for operation within the time specified or within such further time as the Commission may allow unless completion of the station is prevented by causes not under the control of the permittee. See Section 1.599 of the Commission Rules.

1/ This construction permit consists of this page and pages

Dated: November 24, 1978

clj

FEDERAL COMMUNICATIONS COMMISSION

OBSTRUCTION MARKING AND LIGHTING SPECIFICATIONS FOR ANTENNA STRUCTURES

It is to be expressly understood that the issuance of these specifications is in no way to be considered as precluding additional or modified marking or lighting as may hereafter be required under the provisions of Section 303(q) of the Communications Act of 1934, as amended.

PAINTING

1 Antenna structures shall be painted throughout their height with alternate bands of aviation surface orange and white, terminating with aviation surface orange bands at both top and bottom. The width of the bands shall be equal and approximately one-seventh the height of the structure, provided however, that the bands shall not be more than 100 feet nor less than 1½ feet in width. All towers shall be cleaned or repainted as often as necessary to maintain good visibility.

TOP LIGHTING

2 There shall be installed at the top of the tower at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. The two lights shall burn simultaneously from sunset to sunrise and shall be positioned so as to insure unobstructed visibility of at least one of the lights from aircraft at any normal angle of approach. A light sensitive control device or an astronomic dial clock and time switch may be used to control the obstruction lighting in lieu of manual control. When a light sensitive device is used it should be adjusted so that the lights will be turned on at a north sky light intensity level of about thirty-five foot candles and turned off at a north sky light intensity level of about fifty-eight foot candles.

3 There shall be installed at the top of the structure one 300 m/m electric code beacon equipped with two 620- or 700-watt lamps (PS-40, Code Beacon type), both lamps to burn simultaneously, and equipped with aviation red color filters. Where a rod or other construction of not more than 20 feet in height and incapable of supporting this beacon is mounted on top of the structure and it is determined that this additional construction does not permit unobstructed visibility of the code beacon from aircraft at any normal angle of approach, there shall be installed two such beacons positioned so as to insure unobstructed visibility of at least one of the beacons from aircraft at any normal angle of approach. The beacons shall be equipped with a flashing mechanism producing not more than 40 flashes per minute nor less than 12 flashes per minute with a period of darkness equal to approximately one-half of the luminous period.

INTERMEDIATE LIGHTING (BEACONS)

4 At approximately one-half of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of the tower at the prescribed height.

5 At approximately two-fifths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

6 On levels at approximately two-thirds and one-third of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

7 On levels at approximately four-sevenths and two-sevenths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

8 On levels at approximately three-fourths, one-half and one-fourth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of the beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

9 On levels at approximately two-thirds, four-ninths and two-ninths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10 On levels at approximately four-fifths, three-fifths, two-fifths and one-fifth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be

THIS FORM IS A PART OF AND SHALL BE ATTACHED TO THE CURRENT INSTRUMENT OF AUTHORIZATION

(All previous editions should be destroyed.)

FCC Form 715
March 1978

installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.1 On levels at approximately eight-elevenths, six-elevenths, four-elevenths and two elevenths of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.2 On levels at approximately five-sixths, two-thirds, one-half, one-third and one-sixth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.3 On levels at approximately ten-thirteenths, eight-thirteenths, six thirteenths, four-thirteenths and two-thirteenths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.4 On levels at approximately six-sevenths, five-sevenths, four-sevenths, three-sevenths two-sevenths and one-seventh of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

(SIDE LIGHTS)

11 At the approximate mid point of the over-all height of the tower there shall be installed at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. Each light shall be mounted so as to insure unobstructed visibility of at least one light at each level from aircraft at any normal angle of approach.

12 On levels at approximately two-thirds and one-third of the over-all height of the tower, there shall be installed at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. Each light shall be mounted so as to insure unobstructed visibility of at least one light at each level from aircraft at any normal angle of approach.

13 On levels at approximately three-fourths and one-fourth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in aviation red obstruction light globe shall be installed on each outside corner of the structure.

14 On levels at approximately four-fifths, three-fifths and one-fifth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

15 On levels at approximately five-sixths, one-half, and one-sixth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of structure.

16 On levels at approximately six-sevenths, five-sevenths, three-sevenths and one-seventh of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

17 On levels at approximately seven-eighths, five-eighths, three-eighths and one-eighth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

18 On levels at approximately eight-ninths, seven-ninths, five-ninths, one-third and one-ninth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19 On levels at approximately nine-tenths, seven-tenths, one-half, three-tenths and one-tenth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.1 On levels at approximately ten-elevenths, nine-elevenths, seven-elevenths, five-elevenths, three-elevenths and one-eleventh of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.2 On levels at approximately eleven-twelfths, three-fourths, seven-twelfths, five-twelfths, one-fourth and one-twelfth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.3 On levels at approximately twelve-thirteenths, eleven-thirteenths, nine-thirteenths, seven-thirteenths, five-thirteenths, three-thirteenths and one-thirteenth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.4 On levels at approximately thirteen-fourteenths, eleven-fourteenths, nine-fourteenths, one-half, five-fourteenths three-fourteenths and one-fourteenth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

20 All lighting shall be exhibited from sunset to sunrise unless otherwise specified.

21 All lights shall burn continuously or shall be controlled by a light sensitive device adjusted so that the lights will be turned on at a north sky light intensity level of about 35 foot candles and turned off at a north sky light intensity level of about 58 foot candles.

22 During construction of an antenna structure, for which obstruction lighting is required, at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes, shall be installed at the uppermost point of the structure. In addition, as the height of the structure exceeds each level at which permanent obstruction lights will be required, two similar lights shall be displayed nightly from sunset to sunrise until the permanent obstruction lights have been installed and placed in operation, and shall be positioned so as to insure unobstructed visibility of at least one of the lights at any normal angle of approach. In lieu of the above temporary warning lights, the permanent obstruction lighting fixtures may be installed and operated at each required level as each such level is exceeded in height during construction.

PREVIOUS

DOCUMENTS

IN POOR

ORIGINAL

CONDITION

79-17

TOWN OF NEW WINDSOR PLANNING BOARD

APPLICATION FOR SITE PLAN APPROVAL

Name Crossley Construction Corp.

Address 131 Little Britian Road, Newburgh, New York

1. **Owner of the property** Radio Station WFMN
Stereo Newburgh, Inc.
P.O. Box J, Newburgh, New York

2. **Location of the property:**

West Side of Toleman Road just South of Route 207.

3. **Zone area** _____

4. **Nature of business:** Radio FM Transmitter.

5. **Lot size:** **Front** 208 **Rear** 208 **Depth** 208

6. **Building setbacks:** **Front yard** 90 **Rear yard** 96
Side yards 90+

7. **Dimensions of new building** N/A
Addition 10'-0" X 20'-8"

If addition, state front, side, rear of existing structure:

Existing: Front: 10' Side: 8' Rear: 10'

With Addition: Front: 20' Side: 20'-8" Rear: 10'-0"

I do hereby affirm that all fees, permits and charges applicable under the laws and ordinances of the State of New York and the Town of New Windsor will be paid and that any expense for advertising of Public Hearing or meetings will be paid. Also, any legal or engineering fees for review of this project.

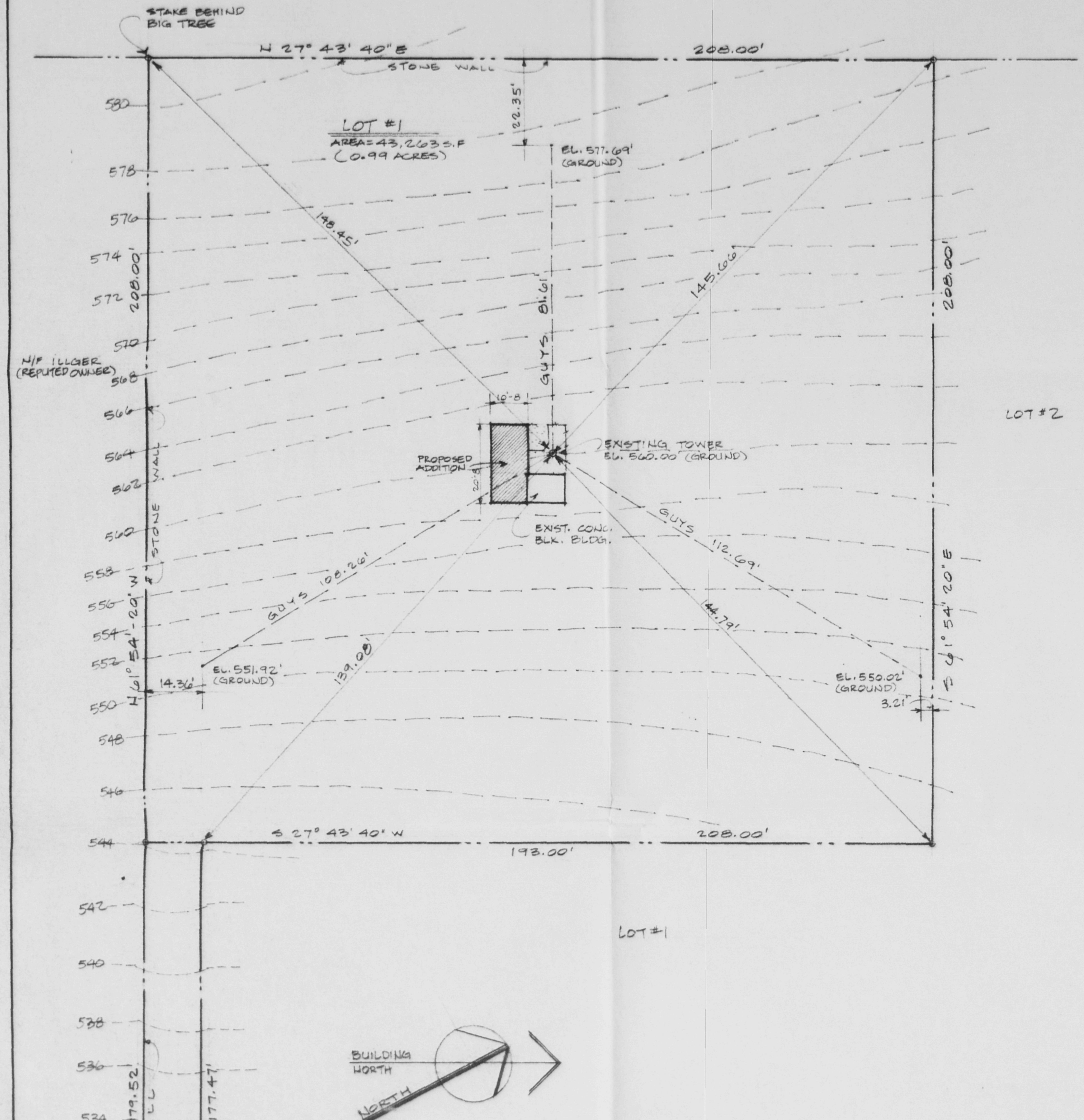
Signed: Jeffrey K. Crossley, Pres.
(APPLICANT)
For: Construction Corp.
Radio Station WFMN
Stereo Newburgh, Inc.

Maps Required for:

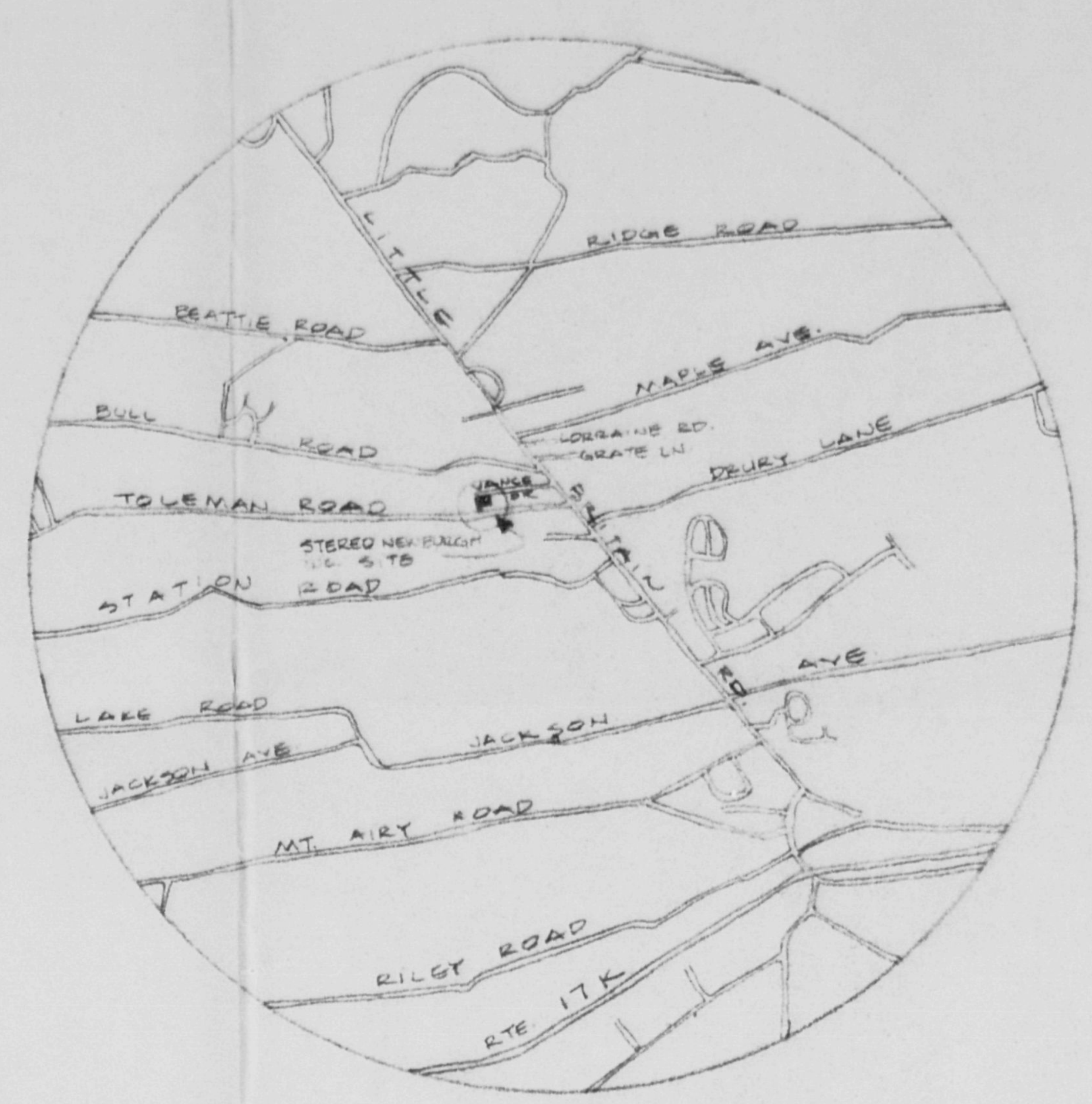
Planning Board
Highway Dept.
Sanitation Dept.
Water Dept.
County Planning Board
Building Inspector

Action of the Zoning Board of Appeals required

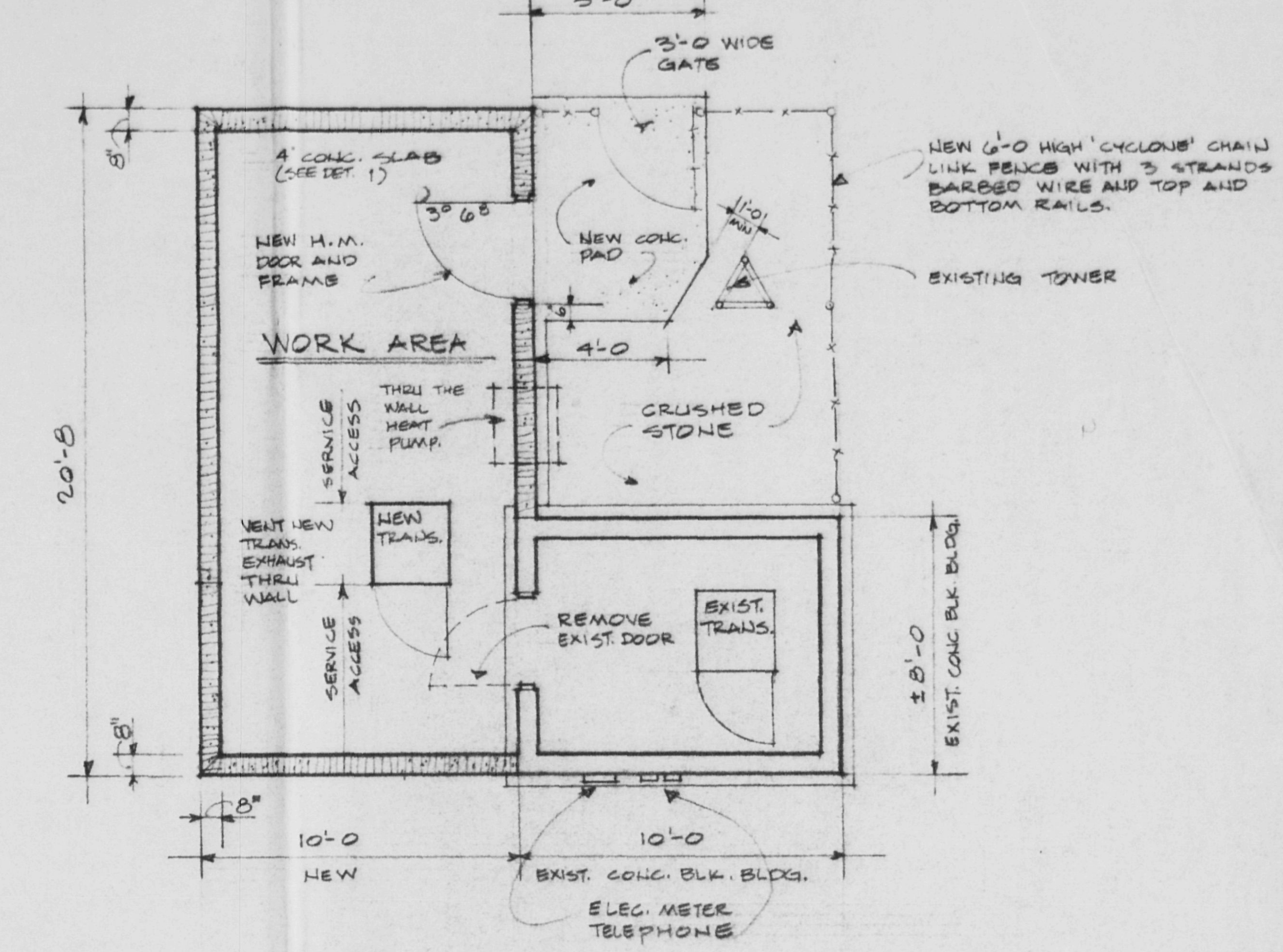
approved 6/27/79 SH. $100. fee p.d



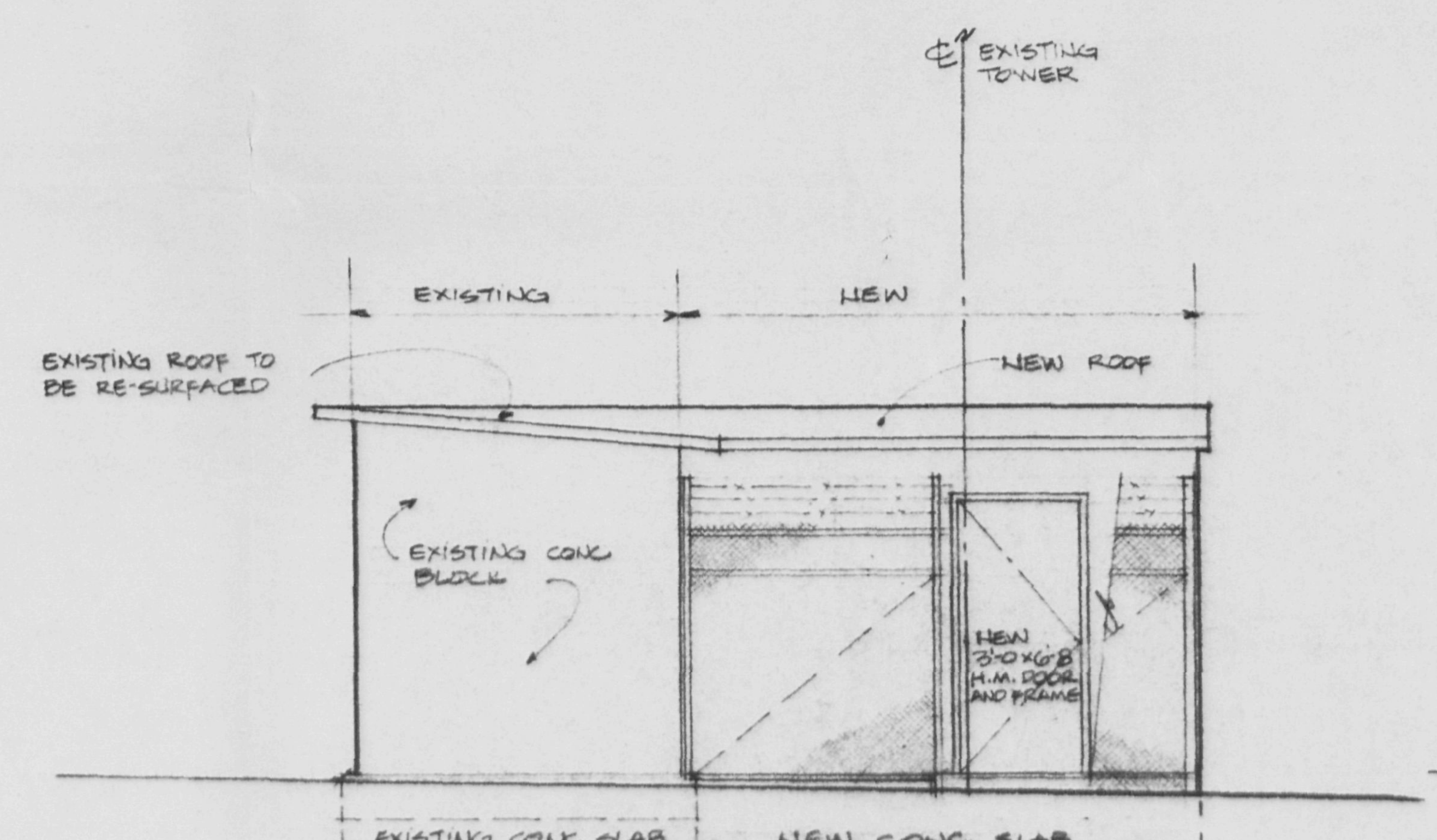
SITE PLAN
SCALE: 1"=20'-0



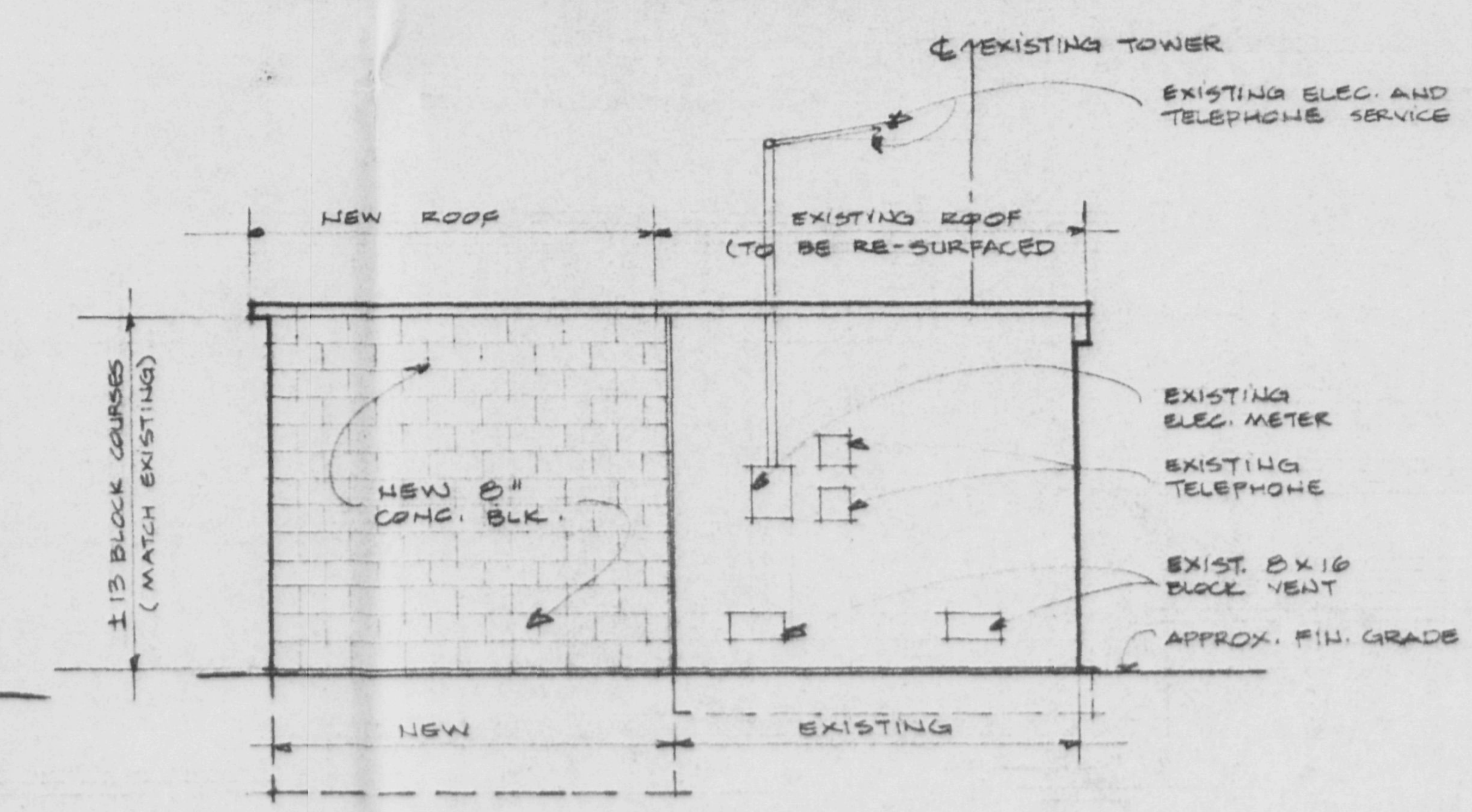
AREA MAP NO SCALE



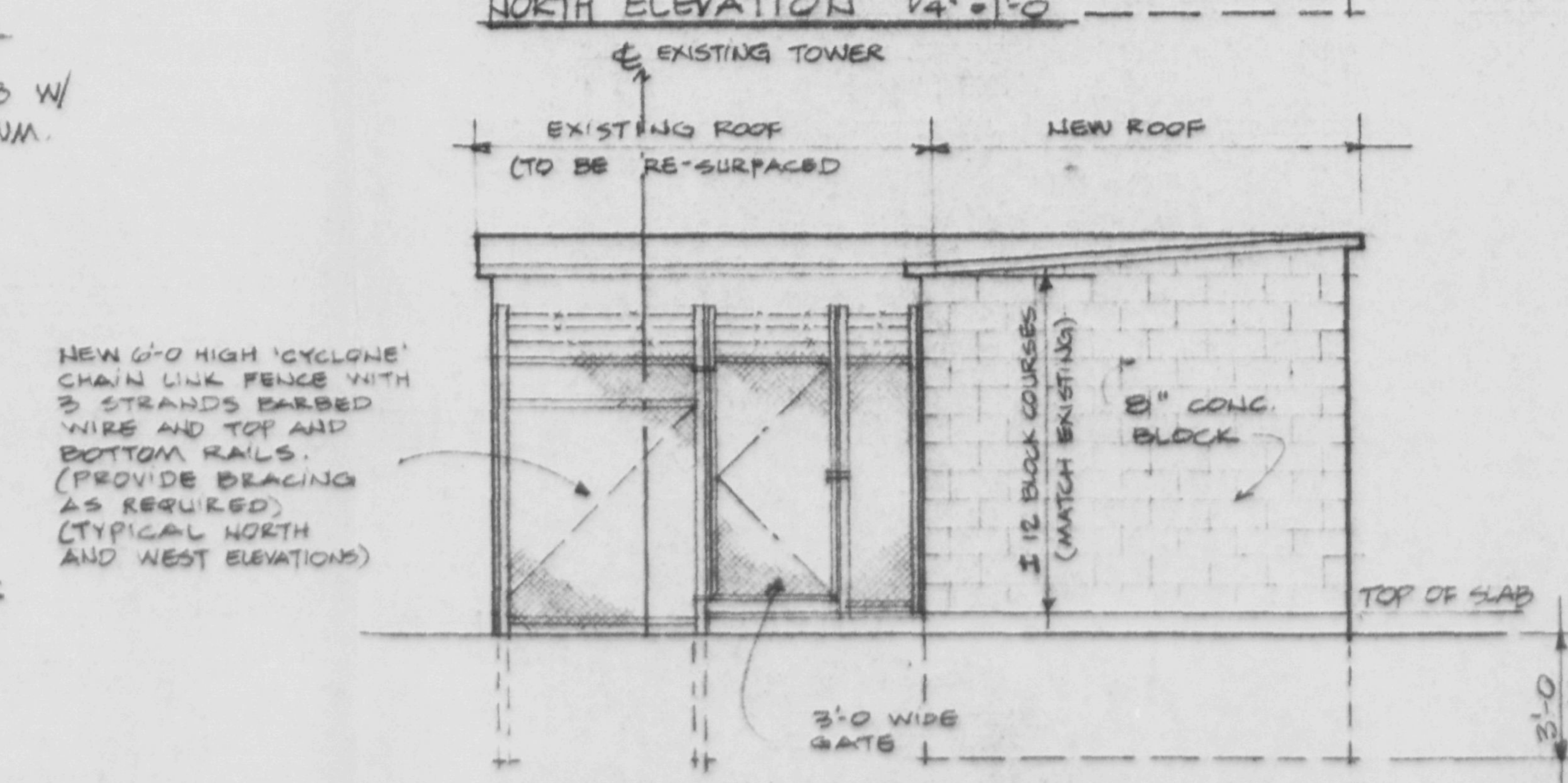
PLAN 1/4"=1'-0



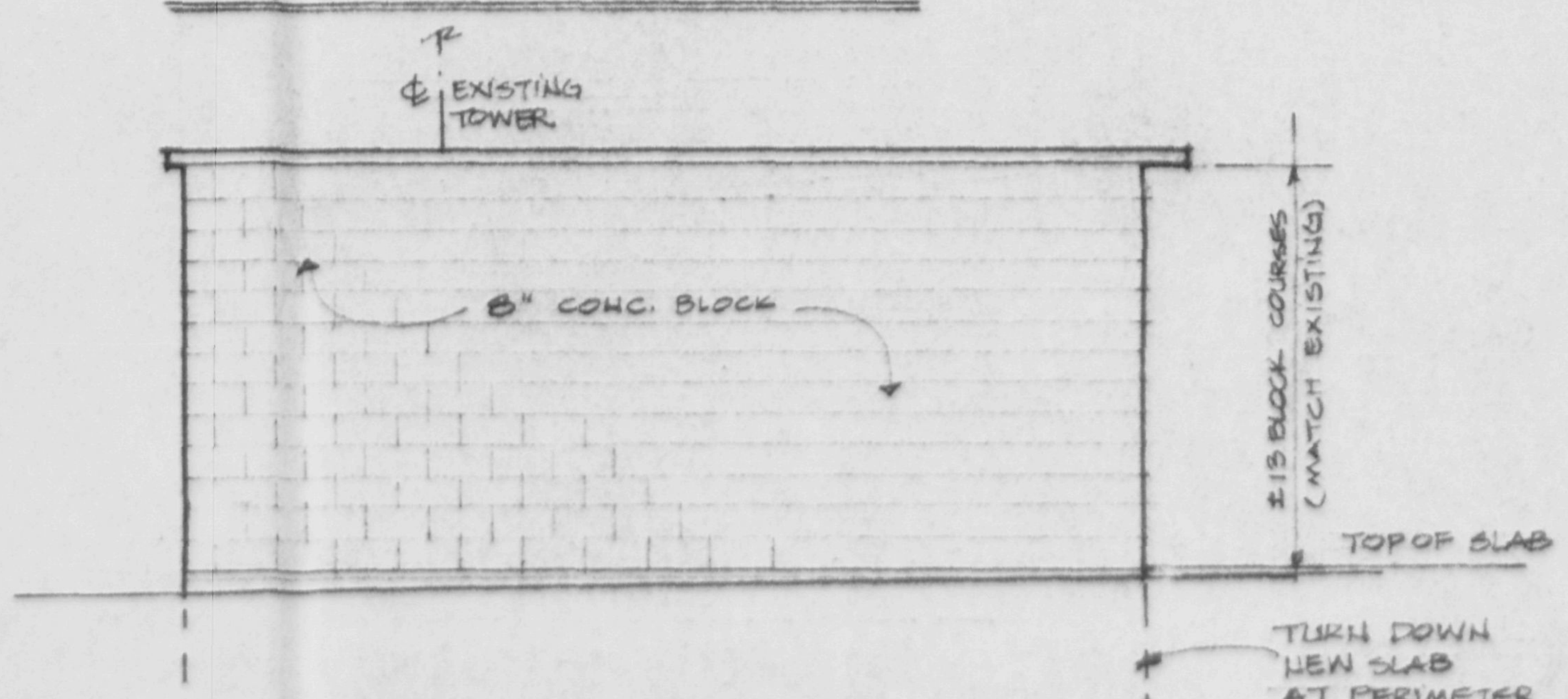
NORTH ELEVATION 1/4"=1'-0



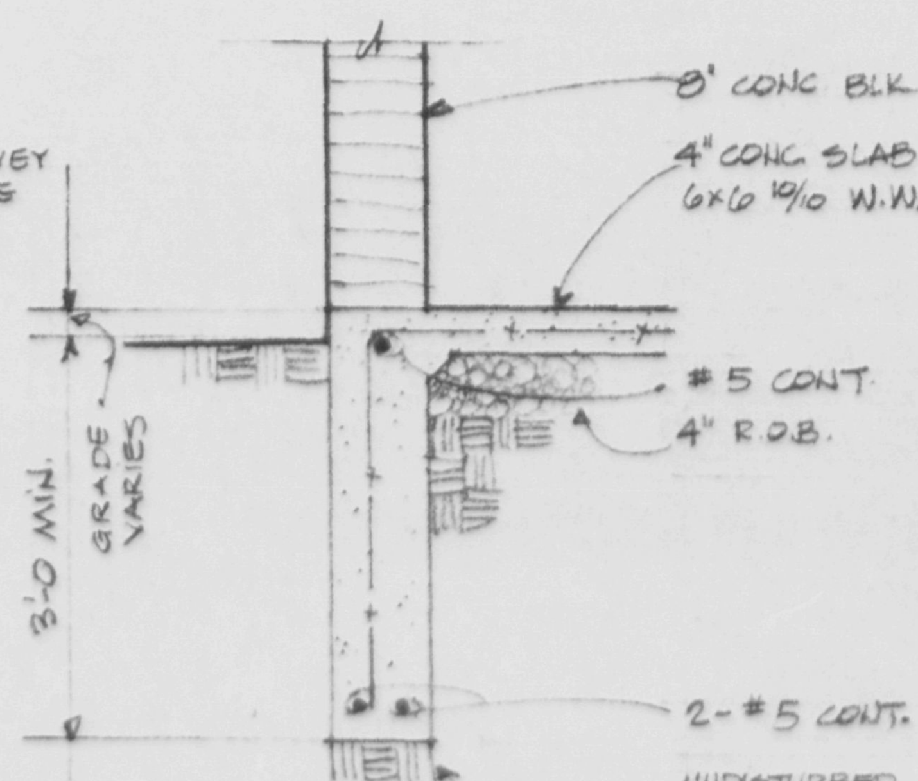
EAST ELEVATION 1/4"=1'-0



WEST ELEVATION 1/4"=1'-0



SOUTH ELEVATION 1/4"=1'-0



1 DETAIL AT SLAB PERIMETER NO SCALE

SITE PLAN APPROVAL GRANTED
BY TOWN OF NEW WINDSOR PLANNING BOARD
ON June 27, 1979
BY [illegible]
LAWRENCE JONES
Secretary

LICENSED PROFESSIONAL ENGINEER GEORGE J. SHAW JR. No. 36829 UNIVERSITY OF THE STATE OF NEW YORK

GEORGE J. SHAW JR. P.E.
CONSULTING ENGINEER
162 GRAND ST. NEWBURGH, N.Y.

CROSSLEY

Crossley Construction Corp.
131 Little Britain Road, Newburgh, N.Y. 12550 914 562-6092

JOB NO.	DATE	SHEET TITLE	DRAWING NO.
WP 5288	12 APR 79	SITE PLAN / PLAN / ELEVATIONS	A1
SCALE: AS NOTED	DRAWN BY: EAB		
REVISIONS: 27 JUNE 79 - CONTOURS ADDED & SLAB PERIMETER REVISED		PROJECT TITLE: PROPOSED ADDITION FOR STEREO NEWBURGH, INC. TOLEMAN ROAD TOWN OF NEW WINDSOR, NEW YORK	